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very fine Vintage.

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WINES.

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have been specially selected, and procured
from the celebrated firm of Messrs. Geo.
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SOLERA	24.00	2.00
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Per doz. Per bot.		
GOOD	\$16.50	1.40
FINE	27.00	2.25

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th June, 1903.

The meeting of the Navy League at the
City Hall, on Tuesday, was enthusiastic and
appreciative, and the attendance, for Hong-
kong on a hot day, when the attractions of
a cool swim were so obvious, was fairly
good. Mr. WYATT's remarks were listened
to with the greatest interest, as he traced
the rise of Britain as a sea power and
pointed out, in simple but forcible terms,
the necessity, after winning the mastery of
the sea, for preserving the same by the
maintenance of an adequate Navy. His
Excellency the GOVERNOR also made a great
point when he drew attention to the fact
that the efforts of the Navy League were
really directed to maintain the priceless
blessings of peace. The Navy League was,
he considered, the greatest Peace Society
in the world. This was most entirely the
right note to take. Whatever misgivings
we may have for the future, born of the
ceaseless strivings of the nations and, more
particularly, the restless aggression of
Russia, all members of the Navy League
must ever continue to cherish the hope that
the evil day when a great—and we fear it
would be titanic—struggle is provoked, may
be indefinitely postponed by a judicious
state of preparedness on the part of Great
Britain that will daunt attack. The truest
way to ensure the continuance of peace is
to be prepared for war. It is the policy of
the Navy League to unceasingly press home
this truth upon the British Government, to
urge without cessation or pause that the
first line of defence be maintained suffi-
cient and efficient, and that in no
department shall the Admiralty ever be
caught napping. We cannot afford to allow
this great and costly insurance of our com-
merce adrift to become in any particular

invalid or ineffective. Our arms must be
bright, our plans up to date, our ships of
the first and best description, and it must
be an article of faith that no invention
afoot or ashore be allowed to go past us,
no matter how heavy the cost or how
difficult the acquisition of it may be.
These are the aims and aspirations of the
Navy League, and they are inspired solely
by the fervent desire to animate the Gov-
ernment with that unrelenting care for the
great bulwark of our power that will enable
us to hold what our forefathers have be-
queathed and to secure which such heroic
deeds have been performed.

We think that perhaps a little omission
was made at the meeting, due probably to
the evident desire shown not to protrude it.
We refer to the fact that no invitation was
given to those non-members present to
come forward and join the League. His
Excellency the GOVERNOR mentioned that
only about one quarter of the male
British population of the Colony were at
present on the roll of members, so that
there is plenty of scope for a large
increase in the membership. We should
like to think that every Briton who
values the glorious heritage handed down
to him from the days of BLAKE and
NELSON is a member of the League.

We do not by this mean British born only,
but all British subjects—of whatever race
or creed—who enjoy the privileges and
security which citizenship of this great
Empire confers, for they are now equally
concerned with English, Scotch, Irish or
Welsh in maintaining the great arm of
defence on which is founded that security,
that peace, those equal laws and just govern-
ment which are to be found beneath the
Union Jack. Not for one moment do we
propose, in writing in this strain, either to
unduly vaunt the British name, to inflate
our own importance, or to regard other
nations with less friendliness. But the
Navy League is of course an institution
with which Britishers only are concerned,
and they are so nearly concerned therein
that they should all belong to and assist
to sustain it. Even those who are members
of the Peace Society and are opposed to
war on any terms or under any conditions,
might well join the League, since it is, as
Sir HENRY BLAKE has pointed out, really
a potent factor in the preservation of peace.

The rebellion in Yunnan recently an-
nounced by REUTER turns out to be of
rather insignificant origin and dimensions.
Linnan-fu is the centre of a mining dis-
trict, and it seems that it was merely an
outbreak amongst the miners, moved thereto
either by the scarcity and dearness of rice
or on account of the imposition of new
taxes, which is always resented by the
natives. The mob rose and murdered the
prefect, and committed other acts of
violence, but the demonstration was neither
political nor religious, nor anti-dynastic,
nor was it in any way connected with the
rebellion in Kwangsi. On receipt of the
news of the disturbance at Yunnan-fu, the
Viceroy ordered three battalions of troops
to proceed to Linnan-fu on the 23rd ult.,
and this force would no doubt prove amply
sufficient to deal with the rioters and
suppress the movement, if indeed it had
not already subsided. There was nothing
in the outbreak to occasion alarm except
locally. The district is famous for the
production of copper ore, the variety known
as *paitung* or white copper.

Rats are not the only disseminators of plague
it appears. Dead fowls taken from stalls in the
Central Market have been found to be infected
with the germs of the disease.

On Tuesday, Police Sergeant Kere arrested at
10, Cheung San Lane East a native woman
who was in possession of \$97 in counterfeit
twenty-cent pieces, so palpably spurious that it
it difficult to conceive how they could be passed
as good.

On the complaint of Dr. Pearce, Acting
Medical Officer of Health, Lai Tan, a hawker,
was fined \$25, with the option of six weeks' hard
labour, at the Police Court yesterday, for
removing clothing from a plague house without
a permit.

On the 1st inst. a Chinese constable on duty
in Circular Pathway had occasion to arrest
a native, who struggled and was assisted to escape
by a couple of friends or at least by one of them.
Both of these were taken to the station, and
at the Magistracy yesterday one was fined \$25
or six weeks. The evidence against the other
did not show that he had taken any part in the
assault, and he was discharged.

On Tuesday a Chinese boy called at the house
at 50, Peel Street of Mr. A. O'D. Gourdlin, as-
sistant secretary, Hongkong Club, with a message
from the Masonic Hall, Zetland Street. Whilst
in the house the boy stole a gold scarf ring
valued at \$20 which he found near to his hand.
The loss was discovered subsequently by Mr.
Gourdlin, who suspected the boy and made a
report to the police. The ring was found in
the lad's possession and returned to the owner.
At the Police Court yesterday Mr. Kemp
sentenced the young thief to a whipping and
48 hours' detention in goal.

Including five armaments recently ordered by
Congress, the United States have now 23 ships
of war either projected or in course of
construction.

On her last voyage across the Pacific from
the Orient the P. M. S. China carried opium
of the commercial value of about \$535,000 gold,
the duty exacted being over \$290,000.

For the late President McKinley's reception
at Frisco the Chinese contributed nearly \$7,000
of the \$34,000 raised by popular subscription,
which means that the Chinese, representing
less than 6 per cent of the entire city population,
gave about 20 per cent of the money for the
entertainment of the President.

A result of the recent introduction of a steam
pilot-boat (built in Hongkong) into the service
of the Pilots' Association of Shanghai, is that
their two-masted pilot schooner *Polar Star* is
advertised for sale. This vessel is 66 feet long
by 18 feet broad and 7 feet deep, and was
originally built for sailing in the Behring Sea.

In consequence of the growth of the German
Navy, the German Government has exercised
for the first time this year its right to select
recruits from conscripts; 330 Bavarian con-
scripts have been transferred in this manner to
the German Naval Service. In case of war the
effective strength of the German Navy would
now be 144,000 men.

The fifth annual meeting of the China Mutual
Life Insurance Co., Ltd., was held at Shanghai
last week, Mr. John Ford in the chair. In the
course of his speech the Chairman said that
the business had shown a very substantial in-
crease over that of former years. In spite of
the increased income it was decided to pay
the same dividend as last year, i.e., 8 per cent,
in order that the Company might be still
further strengthened during the next 12 months.

At this time when there are so many sailors
out of berth in Hongkong it is interesting to
note that there is a scarcity in San Francisco.
The British ship *Conway* is said to be the first
sailing vessel to feel the effects of the great
exodus of sailors. For weeks past the ships of
the salmon fleet had been going to sea, taking
all the able seamen in sight, and the skippers of
ships about to sail in other directions had viewed
the situation with alarm. The *Conway* dropped
into the stream, preparatory to going north to
load lumber for Callao, and would have to
wait until a crew was secured.

Commenting on the new line of Leviathan
steamers which it is to be put on the Pacific trade
in connection with the Northern Pacific Rail-
way, a Chicago telegram to a San Francisco
paper says:—"The purpose of building boats
which are more than twice as large as the
freight boats now afloat is to make competition
by other steamship lines difficult. The rivalry
of competing craft would rest comfortably in
the hold of Hill's new boats. It is therefore
expected that every steamship plying between
Seattle and the Orient will have to give way
to the Hill steamers, which will be able to
secure a monopoly of the traffic."

Yesterday morning the police stopped a coolie
who was boarding the Macao boat and examined
the contents of the two fair-sized baskets
that he was carrying. These were found to be
an assortment of tinned provisions, and as the
coolie could not explain satisfactorily how he
came by them he was taken to the Central
Police Station. There it was found that the
baskets and goods were the property of the
Hongkong Club, the steward and the com-
pradore of which identified them and assessed their
value at \$38. The coolie, who had been employed
at the Club for about a month, pleaded guilty
to a charge of theft, and was sentenced to six
weeks' hard labour by Mr. J. H. Kemp, Acting
Police Magistrate.

The *China Times* of the 25th ult. says that
an interesting ceremony took place at the British
Legation recently, when a magnificent lectern,
in the form of an eagle, was dedicated in the
Legation chapel. The Rev. F. Norris conducted
the service. The lectern was the offering of
Mr. Conger and the members of the American
Legation staff, and of the American missions
in Peking, as a thanksgiving for the protection
extended to them within the British Legation
during the siege. Mr. Conger delivered a
powerful address, which made a deep impression
upon those who were present. Owing to some
misunderstanding very few people in Peking
were aware of the occasion, and some who
would have strongly desired to be present had
no opportunity.

Those who have been to London within the
last two years will be aware how popular the
electric tramcar has become in the suburbs.
We notice that during the Easter holidays the
London United Electric Tramway inaugurated
circular tours of the Thames Valley by tram
car. The cars were to make an uninterrupted
tour of the loop, via Teddington, Kingston-
bridge approach, and Hampton Court Palace,
and then through Hampton, Twickenham, and
Kew; so that it was possible to travel from
Shepherd's-bush to Hampton Court and back
without change of car. The fare for this trip
of 24 miles was 1s. The cars from Richmond
make a similar tour of the loop, the fare for this
journey of 16 miles being 8d. For the con-
venience of local residents a special service of cars
was to run between Hampton Court Palace
and Kingston-bridge, fare 1d. Altogether 300
cars each with a carrying capacity of 60 passen-
gers were in operation, and a two minutes'
service maintained throughout the system from
early morning till late at night on each of the
three days.

TELEGRAMS.

REUTER'S SERVICE.

MOROCCO.

LONDON, 1st June.

M. Jonnart, while on a tour of inspection
which included the consideration of measures to
prevent raids by Moorish tribes across the
frontier, was ambushed and attacked by 600
rebels near a narrow pass; the rebels were
repulsed with heavy loss by M. Jonnart's escort,
consisting of two companies of the Foreign
Legion, which had seventeen men wounded.

LATES.

In view of the impotence of the Moorish
authorities, the Fignig (F Figig) Government
has authorised Jonnart to take repressive action
across the frontier. Jonnart is announcing the
fact that the Moorish Governor would
benefit as much as France and that no occupa-
tion of territory was contemplated. A French
force has been despatched to Boucniouf.

THE JOHANNESBURG TRAGEDY.

LONDON, 1st June.

Sir Edward Hulse apparently committed
suicide.

THE FLOODS AND FIRES IN
KANSAS.

LONDON, 1st June.

Heavy rains have extinguished most of the
fires at North Topeka; it is probable that all the
buildings are swept away by the floods. It is
known that at least 150 persons have been
drowned.

FATAL FIRE AT ETON.

LONDON, 1st June.

One of the Master's houses at Eton was
burned last night and two boys were burned to
death; a number of the boys jumped from the
windows.

CORRESPONDENCE.

MISS BLAKE'S WEDDING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd June.
Sir,—I think "Old Resident's" proposal for
a public holiday on the occasion of Miss Blake's
marriage next Monday is a good one. The
event will be unique in the domestic history of
the Colony, I believe, and should be celebrated
accordingly. Miss Blake, too, shares her
father's popularity in the Colony, and we should
all like to record our sentiments in as hearty
a manner as possible.—Yours, etc.,
GOOD LUCK.

SERIOUS FIRE.

An outbreak of fire bigger than those which
lately have been afflicting the members of the
First Brigade from their rest occurred at half-
past one o'clock yesterday morning in a
medicines shop at 9, Hillier Street. The firemen
were under the superintendence of Mr. P. P.
J. Woodhouse, and after two-and-a-half hours'
hard work they were successful in overcoming
the flames, which completely gutted the build-
ing, a four-story one, and did damage to the
estimated extent of \$20,000. The insurance
amounts to \$27,000, and is made up as fol-
lows:—Manchester Insurance Company, \$12,000;
Salamander Insurance Company, \$8,000; Fook
On Company, \$4,000; and L'Union Company,
\$3,000. The name of the shop where the fire
occurred is the How Sang Chung. The cause
of the outbreak is at present unknown.

THE PLAGUE.

Notwithstanding the incoming of the dry
weather, the plague returns do not show any
stoppage of the epidemic. Mr. Pollock,
K.C., will at the Sanitary Board to-day
ask for some important information bearing on
the matter. During the three days ended at
noon on Tuesday there were 53 cases of which
38 were fatal. One European from the Water
Police and another from 34, Elgin Street were
taken to hospital.

During the 24 hours ended at noon yesterday
18 cases of plague were reported, these bringing
the year's total up to the figure of 936. Out of
the 18 cases notified 13 were fatal—12 Chinese
and 1 Portuguese.

Of the total of 71 cases since Saturday 31
were dumped.

CHINESE GAMBLERS IN FRISCO.

The mayor of San Francisco has addressed
another communication to the Police Commis-
sioners on the subject of gambling in the Chin-
ese quarters. In it he recommends a novel
course of procedure for its suppression, namely,
the posting on every deadwall in Chinatown of
a proclamation, printed in Chinese and English,
announcing that all demands for money for
police protection are frauds, advising against
the payment of such demands, and giving
notice that all forms of gambling and other so-
called protected offences against the law will be
suppressed at once at all hazards. This recom-
mendation is based on the information
which he has received that a Chinese protection
syndicate, formed by eight Chinese, known as
"The Eight Statemen," systematically levies
tribute from the gambling and lottery
dens and other establishments of vice to secure
immunity against police interference. He
makes no charges that the police are a party to
the system, or that any one on the force profits
through it.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held
to-day at 4.15 p.m.

ORDERS OF THE DAY.

1. Reply from Government relative to closing
the Chinese Theatres.

2. Letter from Government relative to the
use of a Clayton's Machine for disinfecting
ships.

3. Correspondence relative to flushing
sewers with sea-water.

4. Correspondence relative to infectious
diseases at Shanghai.

5. Report relative to the Plague at Amoy.

6. The President pursuant to notice will
move:—That the Board, in accordance with
Section 19 of the Public Health and Buildings
Ordinance, 1903, authorise Mr. Hamner, who
has been appointed to act as Assistant Secretary,
to perform all or any of the duties of the
Secretary.

7. Mr. H. E. Pollock, K.C., pursuant to
notice will move:—That having regard to the
letter, signed "Anti-dumping," which appeared
in the *Hongkong Daily Press* of the 22nd
March, 1903, the Acting Medical Officer of
Health be requested to report in writing to the
Board as soon as possible:—

1. What percentage of bodies (giving
figures) in proportion to the number
of plague cases (giving figures) were
dumped in the streets during the
following periods, respectively:—(a)
The year 1898; (b) the year 1899; (c)
the year 1900; (d) the year 1901; (e)
the year 1902; (f) the year 1903, from
the 1st January until the date of report?

2. What measures are now being taken
with a view to minimise such dumpings,
and has the Acting Medical Officer of
Health any suggestions to make as to
the adoption of any further measures
for diminishing such dumping?

3. How many convictions in respect of
the dumping of dead bodies in the
streets have taken place before a
Police Magistrate:—(a) During the
year 1900; (b) during the year 1901;
(c) during the year 1902; (d) from the
1st of January, 1903, to the date of re-
port. What penalties were awarded
in respect of each of such convictions,
and state the cases, if any, in which
the party elected to pay the fine in-
stead of undergoing imprisonment?

4. What measures are now adopted for
(a) Temporarily housing people whose
rooms are being disinfected in conse-
quence of plague having occurred; and
(b) protecting the furniture and prop-
erty of such people from damage? Has
the Acting Medical Officer of
Health any suggestions to make for
the improvement of such measures?

5. Whether it is the fact that in former
years only the flat where a case of
plague occurred was disinfected and
not the whole house, and, if so, when
was the former practice discontinued
and for what reasons?

6. Whether it is necessary that winter
clothes, locked up in a box in a flat
in which plague has occurred should
be disinfected and for how long has
such practice been in force?

Whether the following statements, which are
contained in the above-mentioned letter of
"Anti-dumping" are accurate or not, and, if
inaccurate, in what respects they are so:—

(a) "As soon as a death is reported, a
policeman is despatched to the house
where it has occurred, and the inmates
are not allowed to leave till the body
has been examined by a doctor and the
cause of death certified, which, as a
rule, takes over twenty-four hours."

(b) "If the death is pronounced to be from
plague the Sanitary Board officials take
charge of the premises and the occupants
of the whole house are turned out
into the street with their furniture and
all their clothing, winter and
summer, which is emptied from the
boxes and disinfected."

(c) "After fumigation, the whole house is
closed and nailed and the occupants
are left to shift for themselves with
their furniture as best as they can."

(d) "During what is called the disinfecting
operation, leather boxes, chests of
drawers, mattresses, and other furni-
ture are damaged to such an extent
that they are unfit for further use."

(e) "A case of plague occurred early this
month at No. 31, Elgin Street, first
floor. As usual the whole house was
closed and the winter clothing, which
was in boxes, taken and disinfected,
and the inmates were turned out.
Some of them, who could not find any
place to go to live, remained in the
street with their furniture for nearly a
week, in all kinds of weather, with the
result that one of them, an old man,
got ill through exposure, and was taken
to hospital where he died."

(f) "There are several instances of people
turned out from plague-infected houses
in Hollywood Road and Cochrane
Street being in the public street for
several days."

8. The Vice-President pursuant to notice will
move:—That with a view to encouraging the
inhabitants to report cases of Plague and
submit them for treatment, the Board recom-
mend that arrangements be made for opening
temporary hospitals in various districts of
the City and Kowloon, suitable premises being
hired or temporary structures erected, where
practicable, for the purpose. The hospitals to
be under proper supervision and the arrange-
ments to be completed in readiness for next

spring, when cases of Plague may be expected
to recur.

9. Mr. A. Runjha pursuant to notice will
ask:—Since the enforcement of Sections 46 and
154 of Ordinance No. 1 of 1903 in No. 5 Health
District, how many houses have already been
measured up, and what steps if any are being
taken to enforce the provisions of these Sections
and how many persons have been displaced
thereby?

G. A. WOODCOCK,
Secretary.

AGENDA.

1. Minute by the Acting Medical Officer of
Health relative to the present method of
disinfection.

2. Minute by the Acting Medical Officer of
Health reporting the occurrence of four cases
of plague in Tsai Tai Mai village and recom-
mending that certain works be carried out.

3. Minute by the Acting Medical Officer of
Health recommending an amendment to the
note to By-law No. 5 of the By-laws regulat-
ing Domestic Cleanliness and Ventilation.

4. Result of the analysis of a sample of well
water.

5. Reports of the analysis of the public water
supplies for the month of May, 1903.

6. Report relative to the scavenging of the
Hill District.

7. Mortality Statistics for the weeks ended
the 4th, 11th, 18th, and 25th April, 1903.

8. Lime-washing Return for the fortnight
ended the 26th May, 1903.

9. Rat Return for the fortnight ended June
2nd, 1903.

10. Application for the registration of No. 1.

11. Application for the registration of No. 159.

12. Application for the registration of No. 159.

13. Application for the registration of No. 159.

14. Application for the registration of No. 159.

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35. Application for the registration of No. 159.

"WAR" OPERATIONS IN THE CHINA SEA.

According to the service papers there were some interesting "war" operations in the neighbourhood of Hongkong in the month of March. On the 10th the cruiser *Talbot* and *Eclipse* left Hongkong and kept company until noon on the 11th. At that hour "war" was declared between France, as represented by these two ships, with Saigon as a base; and Britain, as represented by the cruiser *Argonaut*, with Hongkong as a base. The *Talbot* and *Eclipse* were commerce destroyers, and, parting company at noon on the 11th, the *Eclipse* took station to intercept all commerce between Manila and Singapore and Hongkong, and the *Talbot* between Shanghai and the North and Hongkong. "Our first capture" (says the writer) "was the P. and O. *Valletta*, with the homeward going mails from Shanghai and Japan, and after escorting her for 14 hours she became a capture. We passed the *Argonaut*, but having disguised ourselves were not chased.

"We overhauled several Japanese, German, French, and United States boats, and must have caused a little consternation by chasing them, showing searchlights on the stern, and then leaving. On Saturday morning, the 14th, the *Argonaut* was sighted, as we were after the P. and O. *Chusan*, with the outward mails. We immediately got ready for forced draught, and were off. We were built in 1895, at Devonport, for 19.5 knots, and the *Argonaut* for 21.5 knots, but it took the latter four hours to gain 14 knots on us. She got within three miles of us, and put us out of action for 24 hours. We met the *Eclipse* later, and found she had not seen the *Argonaut*, but had captured a collier with nearly 6,000 tons of coal (a most valuable vessel), the Canadian-Pacific's *Empress of China*, and the *Athenian*, the *Indian*, with a cargo of flour, and six others. On the 20th we exchanged positions with the *Eclipse*, being in communication by wireless telegraphy. During the middle watch on Sunday, 22nd, we sighted the *Argonaut*, but having a very severe case in the sick bay steamed towards her, and were put out of action again. Later in the day the *Argonaut* gave us several hundredweight of ice for the patient, she having refrigerating and ice-making machinery.

"On the 23rd we made all preparations for cutting the cable to Singapore, and having remained over it for several hours without being disturbed were successful. At 2.30 a.m. on the 24th we got on the course for Hongkong, and steamed in the western entrance at a very rapid pace considering the large amount of shipping there at anchor. We were flying no ensign and three of the batteries fired on us, but we were past them, and successful. Dodging, practically, from behind one steamer to another, we got very close to the flagship *Gloria* before we broke our ensign. We steamed past the fleet, turned round, and anchored off Kowloon. The *Talbot* was the first ship to arrive there, the *Eclipse* following at 5.30 p.m., nearly ten hours after us.

"The *Talbot* did so well that, notwithstanding we had 48 hours' general leave only a month ago, we were now given 36 hours' general leave. Thus it will be seen what might have happened had we got on the scene before the steamers had known of a declaration of war."

PRESIDENT ROOSEVELT AND THE NEXT ELECTION.

A New York despatch to a Manila contemporary says:—The entire West is solid for President Roosevelt for the next presidential election. The managers of the President's campaign who have had an eye to the state of public sentiment during the Western trip are satisfied that if the election were to occur now the West would give President Roosevelt an overwhelming support. The local managers of the party in the various Western States, having taken a preliminary view of conditions and the general feeling prevailing with the press and the voters, report their States as being strongly in favour of the President. It has been feared in some quarters that the attitude of the administration toward the Cuban reciprocity measure and the Philippines tariff reduction would alienate the vote of all best sugar States. But the action of the republicans of Nebraska in rebuking Senator Dietrich for his attempt to bolt the administration in order to cater to the representatives of the sugar trust has been followed up elsewhere so strongly that there is now little doubt in the minds of the party managers as to the attitude of the West toward the President.

THE NAVY LEAGUE.

The local Branch of the Navy League continues through its energetic Hon. Secretary, Mr. E. W. Mitchell, and his Committee to keep the propaganda of the League before the public. We have now received the report for the year 1902, submitted to the members at the annual meeting of members at the Royal United Service Institution on 13th ult.

Dealing with the Hongkong Branch the report says:—"Hongkong has not lost any of the interest it has always shown in the work of the League. Its President is now Mr. H. E. Pollock, to whose efforts in past years the original success of the Branch was largely due. Captain Anderson, the present Honorary Secretary, is carrying the work of the League into the schools of Hongkong for both British and native born subjects, and he has also given assistance of the utmost value in connection with the visit of Mr. Wynt to the Commonwealth and New Zealand, having been instrumental in securing that gentleman's passage by sea from Japan to Australia. The cargo and useful information on current affairs in the Far East, forwarded by this Branch to the Head Office, is both valuable and interesting."

YUNG LU'S FUNERAL.

Peking, 15th May, 1903.

After a day of dry, burning heat, the wind got up at night and blew so hard it was impossible to sleep for fear of the trees being blown down and falling upon the houses. It seemed as if each gust the wind said "Now you shall come down," and this morning there was one broken down upon an adjacent roof and the ground strewn with leaves and twigs and great strips of bark. But the air, how different! Even in a woollen dress, I was shivering as we started out at 6 o'clock on foot because it was too cold to sit in rickshas, to see Yung Lu's funeral. It seemed but the other day he was the Alcibiades of China, the handsome man with whom girls fell in love, and to whom horses none else could ride were sent because he could always subdue them. And now he was dead. And most of the foreign papers had articles upon him as if one of the great movers of history against foreigners had been removed. But to me this has never seemed true.

At this gate was now waiting the huge catafalque that was to hide away the remains; leaving it behind, one by one the various details of the procession were reviewed as we walked past resting-places after resting-places erected by the wayside, with little altars on which were piles of cakes and pyramids of apples; those last generally made of flour and pretentiously rosy, but in one case certainly real, and where people were to come out and do reverence and bow low as the coffin passed. All the Six Boards of Peking were thus represented. As a rule the rest-places were tents with windows made of blue gauze. We walked on and on till we came to the Chao Yang gate and there "looked round upon the lovely view of Peking City, a forest of trees with the yellow Palace roofs just peeping above the spring green, in the distance the square drum tower with beside it the bell tower, near at hand the glittering green roofs of a temple dedicated to those who have attained virtue, in the middle distance the pavilion clad Coal Hill, and behind it the Pagoda by the northern lake. The road straight from there was that along which the procession was to pass, and in the distance the Western hills standing out clear against the sky, a deep deep, blue, except where they were covered with fresh fallen snow of the past night from which the wind blew to us with a most refreshing fillip.

We came down off the wall and walked to meet the procession. First men on horseback with European straw hats a little incongruously surmounting their red waistcoats, which with green sashes tied round them and red saddles showed out well. Then Yuan Shinkai's soldiers in dark fitting clothes with again straw hats. After them came the falconers in grey and black carrying a beautiful hooded bird, the other leading the dead man's hound; there were seven of them, said one of this very well and effectively dressed little party. Quite an array of titles each borne by a man in a long green gown with discs upon it; after them came two dogs, two pavilions, two doors and two stags, four men made out of green bushes, then lion dogs, one gold, one silver, looking particularly ridiculous as they wagged their heads on being carried, the long keepers attached to the gold lion's ears becoming greatly agitated. After them a long array of flags and red umbrellas and plants in fullest flower all made of paper but in real flower pots and vases; again titles and all manner of insignia woven out of greenery, long white banners, men still in green and red livery leading five ponies with handsome red silk gowns thrown over their saddles. In between mourners in white clothes smoking cigarettes, then came men sounding those antique wooden trumpets, which may have breathed their deep sounds before the flood. After them men, in the Palace livery, long red gowns with discs again, carrying all Yung Lu's titles and the umbrellas presented. Behind them came Mongol Lamas looking like particularly grand Mandarins in their golden brocades, and men only less upland in red brocades with black caps who said they were neither Lamas nor Taoists, but as far as I could make out Lo To from the P'ai-yui-mao. They were said to have queues inside their caps, but it did not look like it. Then many fantastic yellow constructions were carried by, green sedan chairs borne by mourners every now and then, and men with red clothes and a very high fox-like cap, flat back and front, who carried a gong but did not strike it as far as I saw. Then came Yung Lu's cart lined with blue silk, his horse, I presume, another green sedan chair covered with leopard skins in which he was carried in processions, and which being empty went by with a jiggety-jiggety motion as if mocking. "He is dead, dead, the man who used to ride in me; see how alive I am!" Then other chairs carried by mourners, a mule litter with flowering boughs laid on the seat. After that mock horses made of paper with wheels under their feet, but with real manes and tails. Many of these, and more with mock carts made of paper. Crowds of men dressed in green with blue feathers upstanding, throwing up into the air clouds of paper money. After this there were carried by imitation official caps, neckties, purses and tobacco pouches and spectacle cases, books, etc., all to be burnt at the grave, and thus accompany the spirit. And then amidst a crowd of soldiers the catafalque itself covered with red brocade with a little shawl pattern on it, not half so effective as we thought as the pall so often seen in Peking of dark blue with large golden dragons worked upon it. Behind the coffin mourning carts and chairs, in each a woman in white with white clothes tied round the head but as a rule smoking a cigarette. Then many smart carts and some very good-looking horses. Every here and there along the route was a little tondie of paper money. Immense

Manchu women had turned out in their best clothes and their extraordinary high heads of hair to see the funeral. Some were very pretty, but most were disfigured by the red paint on their eyelids as well as all over their cheeks. Nearly every nation seems to have some disfiguring custom of this kind which to itself seems beautiful. And as we exchanged glances and smiles, I the more regretted that not being native born on seeing some nice freshly-laid earth I had stepped upon it to find it had only been laid over the surface of a quagmire into which my foot sank five inches above the shoes before a friend extracted me. But as we came home through the crisp morning air we could not mind that or anything. The booths for resting-places were being already torn down barely two minutes after the corpse had been borne by; thus the ripple in the water smooths over after a stone has been removed; thus the world that is alive renews its usual way of life after one of those we call most prominent is removed from view. But to my fancy Yung Lu's spirit would not be yet sufficiently freed from the clogging bonds of the flesh to be either mortified or pleased by the sight of all going on as before, only Yung Lu gone.

It was not nearly such a smart funeral as that of many a Shanghai merchant, but among the crowd were faces and folks who seemed to belong to a prehistoric age, and meeting them in the street was like coming face to face with a long ago dead and gone past—Peking and Tientsin Times.

A POSSIBLE DANGER TO NAVIGATION.

There is every reason to believe, the N.-C. Daily News remarks, that changes due to volcanic action are constantly going on in this part of the world in the bed of the ocean, and our contemporary publishes the following letter received by the Harbour Master's department at Shanghai:—

S.S. Glenak, Shanghai, 28th May, 1903.

To the Harbour Master, Shanghai.

DEAR SIR,—I have the honour to submit the following report.—On the 14th inst. whilst on passage from Singapore to Hongkong I passed about one mile East of the Charlotte Bank (7° 8' N. 107° 35' E.) and noticed a very decided line of broken water on the centre of the bank. As the sea elsewhere was quite smooth and the wind almost nil I imagine there must be less water than shown on charts. I have during the last 16 years passed this place in all sorts of weather and never saw broken water before and have therefore deemed it proper to report the matter to you, having also reported the matter in Hongkong.—I am, Sir, &c.,

(Sd.) JOHN RAPPERTY, Master, Glenak.

ENGLISH CONSUL ON AMERICAN METHODS.

The British Consul at Chicago, Mr. Wyndham, in his annual report on Chicago and the whole Consular district, gives a glowing account of the great and increasing prosperity thereof and pays high tributes to American methods. He expresses the opinion that the progress of the country is largely due to the "opportunity, both in business and in employment, in this large, young country; to the encouragement given to workmen, the rewarding of merit, the intimate acquaintance of the heads of firms with the work of their subordinates, the keenness of the part of the business man in venturing on experiments either in machinery or systems that may be brought before him." Mr. Wyndham urges the importance of a careful study of the business and manufacturing methods of the United States and the adoption of those which are suitable to the country where trade is sought. He considers that such a study is indispensable to holding trade where English merchants are active. This study must, however, be prolonged for several months, as a short stay of a day or two in the big cities, so often deemed sufficient by European visitors, is "worse than useless, as any one not accustomed to their ways at the first only sees the bad points and learns nothing."

AN EVENTFUL VOYAGE.

San Francisco papers record the arrival there of the British bark *Battle Abbey* after an eventful passage of eighty-nine days from the coal port of Newcastle, Australia. The *Battle Abbey* left Newcastle on January 24th, and had light and variable winds to the equator, longitude 175 west, and had light northwest trades thence to 50 deg. north. Then the bark was pounced upon by heavy northwest gales, on April 14th, in latitude 35 deg. north, longitude 182 deg. west, and a high, confused sea made matters worse. The vessel rolled heavily, and in the midst of the storm a terrific squall carried away the foremast at the deck. Mast, rigging and spars went over the starboard side into the sea with a rattle and bang, and the heavy spars beat in a frightful manner against the side of the bark, threatening to stove a hole in the stanchion keel. For two days, under great difficulties, the crew was employed in clearing away this wreckage. Considerable damage has been done by the falling spars to the starboard bulwarks and rail, bolt-ends and bays. The main royal mast also went by the board during the gale.

The gale that came so near proving fatal to the *Battle Abbey* arose early in the evening, and by midnight the vessel was being pounded and swept by tremendous seas. At that time the entire crew of the bark, consisting of nineteen men, came down from aloft on the foremast, where they had been making the foremast fast, and the men had no sooner reached their quarters than the big iron mast slipped from its supports and went over the side. Had the accident occurred twenty minutes earlier it is likely that the *Battle Abbey* would have been wrecked off all her seamen. She carried a cargo of 2,277 tons of coal.

MANCHURIA.

The comment of the St. Petersburg semi-official journal *Novoe Vremya* on the recent information supplied by the Peking correspondent of the Times and Reuter's Agency with regard to the new Russian demands in Manchuria is worth quoting. After poking a great deal of world-to-be fun at the indignation displayed by the British Press, it enumerates the new conditions on which Russia is alleged to have made her evacuation of Manchuria depend, and says:—

"Of course there is nothing extraordinary about these demands, which merely secure Russia's interests in Manchuria, where we acquired undoubted rights after the events of 1900. But neither the English nor the Japanese, to judge by the newspaper extracts, are willing to reckon with these rights, and thus immediately the Russian demands became known in Peking the representatives of Great Britain and Japan strongly urged Prince Ching to make a protest and to demand in his turn that the position of Manchuria should be made the same as it was before 1900."

"We are able to declare on the basis of information received from the most trustworthy sources that Russia has not presented any kind of ultimatum whatever to the Chinese Government, and, moreover, has not demanded from China the signature of a new agreement with regard to Manchuria as a condition of our evacuation of that country. The statements of Reuter's Agency and the telegram of the Peking Correspondent of the Times are pure fabrications."

In the House of Lords on May 1st, the Marquis of Lansdowne spoke as follows:—"I may perhaps supplement by a few words the statement which I made in reply to Lord Spencer last night upon the subject of the evacuation of Manchuria. I have received from the Russian Ambassador, to whom I had addressed an enquiry upon the subject, a verbal statement to the following effect: 'The information which has reached the British Government as to the conditions required for the evacuation of Manchuria is not at all correct. The discussions which are proceeding at Peking concern Manchuria alone, and have reference to certain guarantees which are indispensable for securing the most important Russian interests in the province after the withdrawal of the Russian troops. As for measures which might tend to exclude foreign consuls or obstruct foreign commerce and the use of ports, such measures are far from entering into the intentions of the Imperial Government. They consider, on the contrary, that the development of foreign commerce is one of the main objects for which the Russian Government have undertaken the construction of the lines of railway in that part of the world.'

The following is from New York:—

Upon further instructions from St. Petersburg Count Cassini has brought his version of Russian acts and intentions in Manchuria into line with the Foreign Office explanation. He has gone further. Not content with assuring Mr. Hay that American interests, both trade and industrial, will be "thoroughly safeguarded," he has complained to him of "the unfortunate erroneousness" of Mr. Conger's report to his own Government. This criticism of a distant colleague elicits no reply. When, however, Count Cassini admits that he regards the opening of new treaty ports in Manchuria as not for the best interests of the territory, he throws some light on the real but still unavowed purpose of his masters. The surprise of Russia at the present firm attitude of the United States appears in Count Cassini's final appeal to Mr. Hay. He hopes the American Government will exert its powerful influence for peace in Manchuria. Russia's idea being that peace can only be had under her domination, this is an appeal to support further Russian aggression. It is certain that support will not be given by the United States. The American Press of every section, every party, and of no party continues to denounce Russia's proceedings.

Mr. Hay has made graceful acknowledgment of the Russian Government's statement of its intentions relative to Manchuria, involving, as it does, the repudiation by Russia of all sinister designs upon the integrity of that province. In a note addressed to Count Cassini, the Russian Ambassador, Mr. Hay expresses his regret that there should have been even a temporary misconception or doubt of Russia's position in the matter, and seizes the opportunity to return thanks on behalf of the United States for the frank and satisfactory declaration of its principles made by the Russian Government. Incidentally, of course, the Note serves to make a permanent record of Russia's position with regard to Manchuria as verbally explained by Count Cassini to the United States Government.

Renter's correspondent wiring from Peking said:—

The official denial from St. Petersburg of the authenticity of the published accounts of Russia's demands regarding Manchuria has elicited the comment in the Legations here in London in the matter that Russia's diplomatic machinery shows a lack of harmony, as on the day the denial was issued M. Platonov, the Russian Charge d'Affaires, admitted to two of his colleagues here that their information on the subject was correct.

LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Rosetta* Mars left Manila on the 2nd inst., at 6 p.m., and is expected here to-day, at about 5 p.m. The O.S.S. steamer *Telamon* left Singapore on the 2nd inst., p.m., and is due here on the 7th inst. The "Glen" Line steamer *Glenloch* left Singapore on the 3rd inst., a.m., and is due here on the 8th inst.

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[39]

THE MOSQUITO PLANT.

Capt. H. W. Larmore, R.A., British Resident in Northern Nigeria, writes the following letter to the Times:—"A growing specimen of the 'mosquito plant' (*Cocinia viridis*), which I have just succeeded in bringing home alive from Northern Nigeria, has been accepted by the authorities at Kow, where it can now be seen. I can personally testify to the extraordinary effect which is produced on mosquitoes by the pleasant odour of its fresh leaves, and, by placing two or three growing pots of the plant in each room and along the windward verandah, a house can be kept practically free from these insects. One of the malarial-giving specimens which I caught alive and tenderly enclosed within a leaf of the plant last consciousness in a few seconds. The scent of the bruised leaf partly resembles wild thyme and eucalyptus. The ordinary wild mint, the leaves of which are somewhat similar, should not be confounded with it. The natives where the plant is found prefer an infusion of its leaves to quinine in cases of malarial fever when they themselves or their children are attacked, and declare that at any rate for them, the infusion invariably proves more efficacious than our antidotes. The schools of medicine which follow the modern mosquito-malaria theory might therefore give the matter some attention in the way of experiments on fever patients. In India alone where soldiers in barracks rooms are not supplied with mosquito nets the use of the plant would prove an undoubted comfort, even if found wanting as a complete protection against malaria.

With reference to this letter Sir George Birdwood writes to mention that allied basis have been known "from time immemorial" to the Hindu throughout India as a defence against mosquitoes, and a prophylactic in malarious districts. They recognise several species, such as *van-tulsi*, or "wild Tulsi"; *sauf-tulsi*, or "white Tulsi"; *kalat-tulsi*, or "black Tulsi" (sweet basil); *Ram-tulsi* (*O. gratissimum*); *Krishna-tulsi*; and *tulsi*, *par-gratissimum*, called also *parvata* (*O. sanctum*), excellent, called also *parvata* (*O. sanctum*). One or other of these basils is found growing everywhere in India, especially about temples, and most of them are grown in gardens; in farther India especially they are planted upon and about graves; and a decoction of the stalks and leaves is an universal remedy in case of malarial fever. The last-named species is sacred to Vishnu, being called after the beautiful Tulsi, who excited the jealousy of his wife Lakshmi, who transformed the fair maiden into the plant which Vishnu at once consecrated to the service of his most distinguished rites. The "holy basil" is therefore planted before every Vaishnava house, and every Vaishnava wears necklets, or armlets, and carries a rosary, made up of sections of its stalks or roots; an Hindu is sworn on the waters of the Ganges poured into the palm of the hand, crossed with a spring of holy basil; and springs of the plant are borne by the Brahmins at all funeral ceremonies. Sir George Birdwood goes on to say:—"One of the most charming sights in India—the India of the Hindus—is that of a fair Brahmini woman, in the villages of the Deccan ('right hand' country), early every morning, after having ground the corn for the daily bread of the family, and performed her simple toilet, with the fearless frankness of the Athenian ladies at the fair-flowing fountains of Callimachos, walking, with stately steps and slow, round and round (*pradakhina*), 'turning to the right'—i.e., with the sun's shadow, the Tulsi plant placed on the four-horned altar before the house of 'the father of her children,' invoking him and them with outstretched hands and uplifted eyes of supplication, the blessings of all-indulgent heaven—that is, praying for less and less carbonic acid and even more and more oxygen—a perfect object-lesson in sanitation, art, and religion. When the Victoria Gardens and Albert Museum were established in Bombay the men employed on these works were at first so pestered by mosquitoes and suffered so much from malarious fever that, on the recommendation of the Pinda *harbari* ('manager'), menudation of the whole boundary of the gardens was planted with *y* basil and any other basil at hand, on which the plague of mosquitoes was at once abated, and fever altogether disappeared from among the resident gardeners and temporarily resident masons. The site of the gardens had before been one of the worst malaria-stricken spots on the island of Bombay. No one in those days knew anything of 'the mosquito-malaria theory' of to-day. I myself used myrrh as a protection against mosquitoes. They never came near any bed in which a little myrrh was burnt or a little tincture of myrrh sprinkled when retiring for the night. I never know natives who used much cinnamon or cloves, &c., in their daily diet ever take malarial fever or die of cholera."

The Lyceum Theatre, where the present generation of English playgoers have witnessed Sir Henry Irving's finest productions, has been offered for sale by auction. The bidding reached £244,000, but the reserve was above that figure and the property was bought in. The reasons for the sale are that the expectations of shareholders have not been realised, and in addition they were unprepared to carry out structural alterations required by the London County Council which are estimated to cost £25,000.



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THE "ZAFIRO" CASE.

A REPRINT OF "THE 'ZAFIRO' MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [1895]

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BY order of Lt. Colonel H. C. Wylly, C.B., Commanding 1st Battalion The Sherwood Foresters, NOTICE IS HEREBY GIVEN that I have taken over the Regimental Institutes from Captain T. H. M. Green, D.S.O., and consequently no Goods are to be supplied unless under an Order signed by me or by an Officer of the Regiment acting for me. L. GORDON-CUMMING, Major, 1st Sherwood Foresters. Hongkong, 2nd June, 1903. [1899]

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GENERAL AVERAGE S.S. "BANOA."
NOTICE IS HEREBY GIVEN to Insurance Companies concerned that any Claims paid by them on Cargo damaged on this steamer by the Fire which occurred on 27th December, 1902, and which should be included in the General Average must be notified to the undersigned not later than 3rd JUNE, and such notification must be supported by Account Sales of Goods sold by Auction, Acknowledgment of Payment, Survey Report, and all other Vouchers bearing upon the Claim.
E. A. HEWETT,
Superintendent,
Peninsular & Oriental S. N. Co.
Hongkong, 3rd June, 1903. [1623]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction,
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General Managers.
Hongkong, 4th June, 1903. [1622]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
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Hongkong, 4th June, 1903. [1618]

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Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 9th inst., at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 3rd June, 1903. [1615]

NAVIGAZIONE GENERALE ITALIANA.
(Fiorio and Rubattino United Companies).
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"CAPRI,"
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1903. [1624]

NEW ADVERTISEMENTS

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"COOPACK,"
are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival, to be left in the Godowns, where they will be examined at 11 A.M. on the 10th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd June, 1903. [1612]

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
CONSIGNEES per Company's Steamer
"YANGTZE,"
are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 4th inst.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival, to be left in the Godowns, where they will be examined at 11 A.M. on the 10th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd June, 1903. [1612]

PUBLIC COMPANIES
THE CHINA-BORNEO COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE STATUTORY MEETING of the above Company will be held at the COMPANY'S OFFICE, No. 4, QUEEN'S BUILDINGS, on SATURDAY, the 6th JUNE, at Noon.
J. WHEELEY,
General Manager.
Hongkong, 22nd May, 1903. [1611]

A. S. WATSON & CO., LIMITED.
THE FINAL DIVIDEND for the year 1902, at the rate of Sixty Cents per Share (or Six per Cent. on the Capital of the Company, making Eleven per Cent. for the year) is payable at the Hongkong and Shanghai Bank, Hongkong, on and after this date, the 26th MAY, 1903, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply to the COMPANY'S OFFICE for their Warrants.
The DIVIDEND is also payable at the HONGKONG AND SHANGHAI BANK, SHANGHAI, on presentation of Warrants there on and after the same date.
By Order,
A. H. MANCELL,
Secretary.
Hongkong, 29th May, 1903. [1570]

NOTICES OF FIRMS
CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.
司公限有船輪華中
THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR.
Hongkong, 4th March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY, LIMITED.
司公美華
IMPORTERS, EXPORTERS AND MANUFACTURERS.
THIS Company's Offices are Established at Nos. 29 and 31, CONNAUGHT ROAD opposite Douglas Pier.
Hongkong, 1st May, 1903. [1321]

NOTICE.
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
MR. T. I. ROSE having returned to the Colony has resumed his duties as SECRETARY of the Company from this date.
By Order of the Board of Directors,
W. B. DIXON,
Chief Manager.
Hongkong, 3rd June, 1903. [1611]

NOTICE.
NOTICE IS HEREBY GIVEN that the Partnership hitherto existing between JOHN WARDEN KINGHORN and DONALD MACDONALD was DISSOLVED by mutual consent on the 1st day of December, 1902, and that since that date the business of the former firm of KINGHORN & MACDONALD has been carried on by DONALD MACDONALD in the firm's name of KINGHORN & MACDONALD.
NOTICE IS FURTHER GIVEN that as from this date the said business will be carried on by DONALD MACDONALD under the style of MACDONALD & CO.
All DEBTS due to or by the late firm of KINGHORN & MACDONALD will be received and paid by DONALD MACDONALD.
DATED this 26th day of May, 1903.
[1554]

DIED—ABRAM LA RUE—APRIL 27th.
ALL CLAIMS against his Estate are requested to be presented to AMERICAN CONSULATE GENERAL for authentication.
Hongkong, 29th April, 1903. [1303]

ENTERTAINMENT

FAMOUS JAPANESE ROYAL TROUPE OF ACROBATS AND YOUNG GIRLS
WILL give PERFORMANCES at PRAYA CENTRAL (opposite the Central Market).
WONDERFUL ACTS AND DANCES IN WATER.
CONSTANT CHANGE OF PROGRAMME.
PRICES OF ADMISSION:—
1st Class \$2.00
2nd " 1.00
3rd " 0.30
Day Time—12.30 to 4.30 P.M.
Night Time—8.30 to 11.30 P.M.
Hongkong, 27th May, 1903. [1599]

AUCTIONS
PUBLIC AUCTION.
THE Undersigned have received instructions to Sell by Public Auction,
TO-DAY (THURSDAY),
the 4th JUNE, 1903, at 10 A.M., at H. M. NAVAL YARD,
SUNDRY NAVAL AND VICTUALLING OBSCURITE AND CONDEMNED STORES,
Comprising:
BOATS, ENGINES, BOILER, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, &c., &c.
The Victualling Stores will be sold on Thursday, the 4th JUNE.
Catalogues will be issued.
Terms of Sale—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 27th May, 1903. [1545]

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction,
TO-DAY (THURSDAY),
the 4th JUNE, 1903, at 2 P.M., at No. 21, GERRARD ROAD,
THE WORTH OF THE
VALUABLE HOUSEHOLD FURNITURE,
Comprising:
TAPE-TRY, and PLUSH-COVERED RASH CHAIRS, CANTON BLACKWOOD STOOLS, JARDINIERS, BRACKETS and TABLE, TEAK OVERMANTLES, TEAK SIDEBORD, DINNER WAGON, WARE, CUTLERY, ENGRAVINGS, LACE CURTAINS, CARPETS, &c., &c.;
DOUBLE WALDROES with GLASS DOORS, DOUBLE BEDSTEAD, TOILET TABLE, WASH-TAND and BATHROOM REQUISITES, &c., &c.
On View from Wednesday, the 3rd JUNE.
Catalogues will be issued.
Terms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 30th May, 1903. [1579]

PUBLIC AUCTION.
THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction,
TO-MORROW (FRIDAY),
the 5th JUNE, 1903, at 11 A.M., at the FIRE BRIGADE STATION,
Three MANUAL ENGINES and GEAR, Eight Lengths SUCTION HOSE, Nineteen Lengths DELIVERY HOSE, Sixty-five Suits UNIFORM, Twelve Pairs BRASS COUPLINGS, Two PRESSURE GAUGES, Twenty-five RUBBER VALVES, and One Lot OLD CANVAS, &c., &c.;
Also
at Noon, the same day at the CENTRAL POLICE STATION—
A QUANTITY OF JEWELLERY;
And on SATURDAY,
the 6th JUNE, 1903, at 11 A.M., at the WATER POLICE STATION, Tsim-tsa-tui,
Fifty-five SMALL CHINESE BOATS, Four WOODEN BENCHES, One TABLE, Forty-three old LAMPS, and a Quantity of old MANILA HEMP and COIR ROPE, of various lengths ranging from 1 to 31-in. in diameter.
Terms—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 28th May, 1903. [1563]

PUBLIC AUCTION.
THE Undersigned has received instructions from Mr. A. HAIN, to Sell by Public Auction,
on SATURDAY,
the 6th JUNE, 1903, at 2.30 P.M., at his Residence, No. 16, Ice House STREET (Top Floor).
THE HOUSEHOLD FURNITURE,
Comprising:
WARDROBES, BEDSTEADS, CHEST-OF-DRAWERS, TABLES, PICTURES, TOILET TABLES, WASHSTANDS, DINING TABLE, GLASS and CROCKERY WARE, &c., &c.;
Also
One SEMI-GRAND PIANO by BROADWOOD & SON.
On view from Friday, the 5th JUNE.
Catalogues will be issued.
Terms—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 1st June, 1903. [1589]

EQUITABLE LIFE
HENRY B. HYDE, Founder.
"STRONGEST IN THE WORLD."
An Equitable policy contains everything that is desirable in a life insurance contract. Notwithstanding the superiority, the rates are no higher than other companies. Write for information.
F. KIENE, Manager.
Hongkong, 21st May, 1903. [1499]

CHEONG SHING.
GENERAL EXPORTERS.
DEALERS IN JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. Gault & Co.).
Hongkong, 16th May, 1903. [14]

INSURANCES

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LARRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [128]

SALAMANDER FIRE INSURANCE COMPANY.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ & JACOB & CO.,
Hongkong, 2nd April, 1900. [2]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [26]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1901, £15,722,393.
I. AUTHORIZED CAPITAL, £1,000,000 0 0
SUBSCRIBED CAPITAL, £750,000 0 0
PAID-UP CAPITAL, £687,500 0 0
II. FIRE FUNDS, £2,685,548 5 2
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 1st July, 1902. [179]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security £625,718
Total Losses Paid £26,769,240
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 29th May 1895 [27]

AAOCHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELL.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [118]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.
THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN and CHINESE RISKS.
HOTZ & JACOB & CO.,
Hongkong, 1st September, 1902. [2327]

NORTHERN ASSURANCE CO.
ESTABLISHED 1836.
THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.
TURNER & CO.,
Hongkong, 14th January, 1903. [216]

CARTRIDGES.
NOBEL'S SPORTING-BALLISTITE.
Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES—
Loaded with With Pow. \$3.00
Powder only, and 1 oz. of Shot. 6.85
Ejector Brass Cases 7.50 9.25
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong. [185]

CARMICHAEL & CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS.
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.
TELEGRAMS: "CARMICHAEL," HONGKONG. A B C Code, 4th Edition. A 1 Code. Lieber's Standard Code. TELEPHONE, 232.
Hongkong, 13th March, 1903. [3440]

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE 19th NOVEMBER, 1898.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL " " 2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
Canton, Hankow, Chefoo, Peking, Chungking, Fungang, Singapore, Tientsin.
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.
HONGKONG BRANCH.
Advances made on all first-class securities. Bills Discounted.
INTEREST ALLOWED ON "DEPOSITS" At 2% per annum on Current Account daily balance.
3% per annum on Fixed Deposits for 3 months.
4% " " " " 6 " "
5% " " " " 12 " "
E. W. BUTTER,
Manager.
Hongkong, 1st January, 1901. [123]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP " " 18,000,000
CAPITAL UNPAID " " 6,000,000
RESERVE FUND " " 2,000,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokio, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Peking.
LONDON BANKERS,
THE LONDON JOINT STOCK BANK, LIMITED
PARIS BANK, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum.
" " " " 6 " " " 4 " "
" " " " 3 " " " 3 " "
TARO HODSUMI, Manager.
Hongkong, 11th March, 1902. [820]

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL, £1,000,000
PAID-UP CAPITAL, £324,37
HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq., J. S. Harston, Esq., CHOW TUNG SHANG, Esq., J. LAUREN, Esq., Chief Manager, JEO. W. F. PLATT, Esq., Chief Manager.
Interest for 12 Months Fixed, 5%.
Hongkong, 14th May, 1903. [21]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3% PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1902. [20]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL, \$10,000,000
RESERVE FUND, \$10,000,000
STEELING RESERVE, \$10,000,000
SILVER RESERVE, \$5,000,000
RESERVE LIABILITY OF PROPRIETORS, \$10,000,000
COUNCIL OF DIRECTORS.
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. DICKSON, Esq., Hon. R. SHAW, Esq., Hon. A. SHAW, Esq., Hon. H. SHAW, Esq., Hon. C. MICHAEL, Esq., Hon. W. SLADE, Esq., Hon. SCHUBERT, Esq.
CHIEF MANAGER: Hongkong—J. R. M. SMITH.
MANAGER: Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per annum on the daily balance.
On Fixed Deposits.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 14th May, 1903. [19]

DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL, Sh. Tls. 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES: Calcutta, Hankow, Tientsin, Taichow (Kiautschow).
LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. FIOGE, Manager.
Hongkong, 4th October, 1902. [124]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).
ESTABLISHED 1864.
PAID-UP CAPITAL, U.S. \$2,000,000 Gold
SURPLUS AND UNDIVIDED PROFITS, \$1,180,000
" " " " \$7,180,000
HEAD OFFICE—NEW YORK.
LONDON OFFICE—33 & 35, Lombard St., E.C. F. C. BIRCH, Manager, Eastern Department.
LONDON BANKERS—PARIS BANK, LTD.
HONGKONG OFFICE—4, DES VEUZ ROAD. General Banking and Exchange business transacted.
INTEREST allowed at Current Rates.
E. F. GROS, Acting Manager.
Hongkong, 1st December, 1902. [1812]

BANKS

INTERNATIONAL BANKING CORPORATION.
HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.
Capital paid in, Gold \$4,000,000 \$820,000
Surplus (Reserve) Gold \$4,000,000 \$820,000
Total, Gold \$8,000,000 \$1,640,000
Capital & Surplus authorized, Gold \$10,000,000 \$2,460,000
LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:
For 12 months, 4 1/2 per annum.
" " " " 4 " "
" " " " 3 " "
" " " " 3 " "
HONGKONG BRANCH
20, DES VEUZ ROAD CENTRAL.
CHARLES R. SCOTT, Manager.
Hongkong, 23rd May, 1903. [1245]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA
INCORPORATED BY ROYAL CHARTER, 1854
HEAD OFFICE—LONDON.
CAPITAL PAID-UP, £800,000
RESERVE LIABILITY OF SHAREHOLDERS, £800,000
RESERVE FUND, £725,000
INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" " " " 3 " "
" " " " 3 " "
T. P. COCHRANE, Acting Manager.
Hongkong, 18th May, 1903. [113]

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL, £1,500,000
SUBSCRIBED CAPITAL, £1,125,000
PAID-UP, £545,500
RESERVE FUND, £6,000
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.
On Fixed Deposits—
For 12 months, 4 1/2 per annum.
" " " " 3 " "
" " " " 3 " "
E. VAN ORMONSTON, Acting Manager.
Hongkong, 23rd May, 1903. [122]

RUSSO-CHINESE BANK.
ORGANISED UNDER IMPERIAL DECREE OF 10th DECEMBER, 1895.
CAPITAL, Roubles 15,000,000
CAPITAL contributed by CHINESE GOVERNMENT, 5,000,000 Kouping Tels. (EQUIVALENT TO) £2,150,000 Stg.)
RESERVE FUND, £185,000
SPECIAL RESERVES, £130,000
HEAD OFFICE—ST. PETERSBURG.
BRANCHES IN RUSSIA, SIBERIA, MANCHURIA, SHAN-HAI, HANKOW, TIENTSIN, PEKING, PORT ARTHUR, NEWCHOWANG, YOKOHAMA, KOBE, NAGASAKI, also in PARIS, &c., &c.
LETTERS OF CREDIT issued, available all over the world.
BILLS OF EXCHANGE purchased and DRAFTS issued on all Branches of the Bank, and on the principal cities of the world, by their Representatives in Hongkong.
THE BANK OF SOUTH CHINA, TEMPORARY OFFICES
(WHILE NEW OFFICES ARE BEING BUILT)
VICTORIA HOTEL BUILDINGS, Ice House Street.
Hongkong, 30th March, 1903. [1089]

THE BANK OF TAIWAN (FORMOSA), LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)
AUTHORIZED CAPITAL, Yen 5,000,000
PAID-UP CAPITAL, " " 2,500,000
HEAD OFFICE: TAIPEI, FORMOSA.
HONGKONG OFFICE: 4, QUEEN'S ROAD (Facing Duddell Street).
BRANCHES—AMOI, KOBE, TAIWAN.
HONGKONG—INTEREST ALLOWED.
On current account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum.
" " " " 4 " "
" " " " 3 " "
" " " " 3 " "
S. SHIGENAGA, Agent.
Hongkong, 2nd February, 1903. [1324]

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work
FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1858.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.
CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c, highest grade,
best and cheapest. 1, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMAN'S
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi

PHOTOGRAPHY

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
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done for Amateurs; No. 8a, Queen's
Road Central.

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"DAILY PRESS" OFFICE
Proofs read by Englishmen.
STOREKEEPER

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann's Bahijon's Genuine Com-
position Red Band Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG HANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MOORE & SEYMOUR,
25 and 28, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Bluebell
Spence & Co.'s Composition

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates

ROYAL AERATED WATERS
MANUFACTORY.

If you want a drink of health,
If 'tis true that health is wealth,
If you'd take your proper place,
If for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Essences many from which to choose,
Our list of drinks will you amuse
Apply to—
F. P. DANENBERG, Manager,
Factory & Office—West Point, Telephone 367;
Depot—Lee House Street, Telephone 374.

Novel Specialties. Best in the Far East.
Refreshing and invigorating drinks of the
season. 3-in-1 Prepared, Long-Life, Non-Intoxi-
cating and Excellent Beverages.
Hir-Ose, Winter Stout, Strawberryade,
Jubilee-Champagne, Orange Champagne, Hop
Ale. [11-2]

TO LET.

"HARTLEY" and "WESTLEY,"
Upper Richmond Road.
"STONY BROOK," Lower Richmond
Road.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903. [150]

TO LET.

WOODLANDS VILLA EAST,
Seymour Road. Six-Roomed Semi-
detached House. Good view of the Harbour.
Apply to—
D'ALMADA & MILLAR,
16, Des Vaux Road Central.
Hongkong, 19th May, 1903. [1465]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGDALEN GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET—KOWLOON.

FURNISHED ROOM in best locality.
Verandah and Bathroom. Immediate
Possession. \$25 per month.
Apply to—
A. 100,
Care of Daily Press Office.
Hongkong, 29th May, 1903. [1571]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 98, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET.

NOS. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15th
JUNE.
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

OFFICE, Airy and Commodious, No. 3,
QUEEN'S BUILDING, 3RD FLOOR.
Apply to—
ON THE PREMISES.
Hongkong, 30th March, 1903. [187]

TO LET

TO LET FURNISHED.

NO. 2, CAMERON VILLAS, PRAK.
For Two Months from middle of June.
Apply to—
H. W. BIRD,
Palmer & Turner.
Hongkong, 21st May, 1903. [1496]

TO LET.

NO. 7a, DUDDELL STREET (Godown).
No. 5, STEWART TERRACE, PRAK.
Furnished, from 1st June to 31st August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAY ROAD.
No. 1, CAMERON VILLAS, MOUNT
KELETT.
Nos. 7, 11, 15 & 18, BELILIOS TERRACE,
"BISNEE VILLA," PONSULUM ROAD.
Land on sea front Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars apply to—
LINSTEAD & DAVIS.
Hongkong, 23rd May, 1903. [104]

TO LET.

"EENSFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th October, 1902. [76]

TO LET.

FLATS in MORETON TERRACE,
CAVEWAY BAY, facing the Polo Ground.
No. 1, RIBON TERRACE.
GODOWNS at BOWENSTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st January, 1903. [71]

TO LET.

NO. 3, STEWART TERRACE, the
Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 8th April, 1903. [1108]

TO LET.

FOR the month of June, a FURNISHED
HOUSE at the Peak.
For Terms and Particulars, apply to—
TURNER & CO.
Hongkong, 29th May, 1903. [1589]

TO LET.

FROM 1st July next, FLATS in ELGIN
STREET (East End), 81 for
European Occupation.
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 29th May, 1903. [1568]

TO LET.

GODOWNS TO LET.
PRAJA EAST. Spacious Two-storied
and Single-storied Godowns. Suitable
for Yarn or Coals.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 31st March, 1903. [100]

TO LET.

NO. 10, SEYMOUR TERRACE.
No. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION
TERRACE.
And others to suit various requirements.
S. A. BETH,
Land and Estate Broker.
Hongkong, 22nd May, 1903. [1386]

TO LET.

A ROOM in a Fully Furnished House at the
Peak.
One Gentleman required to make up a Mess
of Four. Tennis Court and Garden.
Apply to—
A. 17,
Care of Daily Press Office.
Hongkong, 25th May, 1903. [1529]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
153, Vancoual Road.
Hongkong, 15th April, 1903. [1153]

TO LET—FURNISHED.

NO. 33, CAINE ROAD. Available from
1st March.
"COOMBE," MAGAZINE GAP, Avail-
able from 1st April.
Apply to—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

TO LET.

MES. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

TO LET.

"TANG YUEN,"
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply to—
MANAGERESS,
Maddison Road.
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

TO LET.

BOARD and LODGING. Comfortably
Furnished Rooms. Quiet and Healthy
Locality.
Apply to—
A. SPIELER,
No. 8, 1st June, 1903. [1567]

TO LET.

BOARD and RESIDENCE. FIRST-CLASS.
COOL, AIRY ROOMS. Every Home
Comfort.
Apply to—
Mrs. WILLSON,
Tower House,
Kennedy Road.
Hongkong, 29th May, 1903. [1567]

TO LET.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892

THE VOLCANIC OUTBURSTS
OF 1902.

But a few days ago reported renewed
volcanic outbursts in the West Indies. The
eruptions of last year formed the subject of
two interesting papers, read at the Victoria
Institute, London, recently by Mr. J. L. Lobley
and Mr. J. W. Spence.

After speaking of the most remarkable
explosive eruptions recorded in history, Mr.
Lobley went on to classify the West Indian
eruptions, the outbursts in Martinique and
St. Vincent being of that class, and to explain
the latest scientific theory of volcanic action.
It had been ascertained, he said, by physical
research and astronomical observation, that the
rigidity of the earth as a planet was so great
that it must either be solid, or have a solid crust
of from 400 to 800 miles in thickness. The
hypothesis of lava being derived from one great
central source, a vast body of fused rock matter,
was not tenable. "Another opinion was that lava
was derived from a distance about thirty miles
below the surface, but owing to the impossibility
of fissures or conduits for that distance, owing
to the crushing weight of rocks, which would
prevent openings existing below a few miles
from the surface, that hypothesis must also be
abandoned. The rock-fusing temperature which
gave fluid lava had, however, to be accounted
for, and this at the moderate depth which would
allow of communication by a conduit with the
surface, could only be explained by chemical
action being brought into play. At a depth of
five miles there was no doubt a temperature of
about 500 deg. Fahrenheit, and by the action
of heat, acting and reacting under varying
pressure, the rock-fusing temperature might be
reached, such action only taking place where the
contents or composition of the rocks gave
suitable elements for chemical reaction.

Mr. Spence's paper dealt with the question
of the age of the volcanoes of the West Indies
and Central America, and of their place in
geological history. The observations made in
some of the islands showed that the volcanic
ridges and cones, built upon the surfaces of the
old igneous formations, owed their great size
and height to the volcanic eruptions accompa-
nying the great changes of level of land and sea
which had occurred since the beginning of the
Pleistocene or Glacial period. While the volcanic
activity there at the present time was startling
from the disasters the eruptions had produced,
it was yet insignificant compared with the whole
amount of material which had been erupted to
build up the cones. The terrestrial movements,
as also the volcanic, had been mostly along the
line represented by the chain of islands—
the margin of the Atlantic Ocean—which had
been marked as a zone of terrestrial weakness
favourable to both tectonic movements and
volcanic action, and suggestive of renewed
volcanic activity along that course. But the re-
cent eruptions in Martinique and St. Vincent,
in Central America and Mexico, and others
reported in the region of the Azores, Japan,
and the great earthquakes of Guatemala and
Chinese Turkestan, all belonging to parallel
zones, yet seemed to point to some terrestrial
disturbance of a general common origin, acting
parallel with the line of the equator, as if the
movements were readjusting the terrestrial
crust in a transverse as well as a normal
direction.

THE FUTURE OF SOUTH AFRICA.

SPEECH BY SIR DAVID BARBOUR.
Sir David Barbour, presiding at a meeting
of the Standard Bank of South Africa, held in
London last month, said one of the most serious
difficulties that retarded progress in South
Africa was the shortness of the labour supply.
The supply of labour, he remarked, would most
likely continue to increase, but there was no
likelihood of its outstripping, or perhaps even
equalling, the demand. He did not believe
that in the long run the prosperity of the
country would be injuriously affected by the
shortness of the labour supply, though pro-
gress might be retarded for a time. Although
farming and gold-mining had been retarded
by the shortness of the labour supply,
diamond-mining, judging by the increase in the
exports, had made steady progress, and there
had been a notable activity in business generally.
Imports had enormously increased, and as a
consequence the receipts for customs duties and
the receipts of the railways had grown in almost
the same proportion. But satisfactory as this
state of things might be, a word of caution
would not be out of place. The present position
was abnormal. The recent scale of imports had
been out of proportion to the producing powers
of the country for the time being. Goods had
been imported to fill the vacuum caused
by the war. They are being paid for by
some extent out of capital, or out of money
spent by England in South Africa. In the
long run the prosperity of the Transvaal
would depend mainly on the progress of mining
on the Rand, and not on any special stimulus
to imports due to exceptional causes; and the
prosperity of Natal, the Orange River Colony,
and Cape Colony was bound up with and
dependent upon the Transvaal. It was satis-
factory to know that the production of gold in
the Rand was increasing, and would continue to
increase, though it was still a long way
from what it had been before the war. At
the present rate of progress, it would
be a considerable time before the produc-
tion reached the old figures, although he
confidently expected that ultimately it would
largely exceed them. Between the time when

the abnormal rate of imports came to an end
and the time when the Rand attained its full
capacity of production, there might possibly be
a period of temporary depression. There were
many grounds for hope as to the future. The
beneficial influence of Mr. Chamberlain's recent
visit was universally acknowledged, and the
risk of political disturbance was now very much
less than before. They might hope to hear
officially before very long of a revision of customs
duties, of the establishment of a Customs Union
between the British Colonies in South Africa,
and of the abolition of the transit dues levied
at the coast. He regretted to say that the home
Government had not recognised its liability to
repay the sum of £151,481 taken by the Boers,
and especially the sum of £150,000 which was
taken as a forced loan at Pretoria by a delibe-
rate act of the Boer Government. The home
Government appeared to him not to have
attached sufficient weight, nor indeed any
weight to the equity of the case, and to have
decided against the bank on the narrow and
technical ground that the liability of the Boer
Government was incurred during the war, and
that, therefore, the British Government was
not bound by international law to recognise it.
The bank, however, had not finally abandoned
its claim.

ST. LOUIS EXHIBITION.
THE PRINCE OF WALES TO VISIT
MANUFACTURERS.
The Prince of Wales presided at the first
meeting of the Royal Commission for the St.
Louis Exhibition, 1904, held last month at
Marlborough House. There was a large
attendance of members, including Viscount
Peel, Chairman of the Royal Commission.
The Royal Commission was read, and the
Prince of Wales addressing the meeting, said—
The time which is available for preparation
is somewhat short, as it has been decided that
the exhibition is to be opened on May 1,
1904. Every effort has therefore to be made
to arrange as soon as possible for the exhibits
in those departments in which Great Britain
will be represented. I trust that the mem-
bers of the corporations, chambers of com-
merce, and other public bodies at the various
centres of industry will also co-operate
in promoting the success of the British
section at the exhibition. An idea is sometimes
put forward that it is not of much use for
British manufacturers to exhibit in the United
States, as the high Customs tariff in that
country tends to militate against the sale of
British products. It should, however, be re-
membered that there is a considerable market
for high-class goods in the United States, and
also that the exhibition will afford an oppor-
tunity of showing our manufactures to cus-
tomers from South America, Canada, and other
countries. It may be observed that both
France and Germany appear fully to realise the
advantages to be gained by making a good
display of their productions, and in these coun-
tries large sums have been provided by their
respective Governments to assist in meeting
the expense of the exhibit. There is one
point to which it would seem desirable to
direct attention. In previous international
exhibitions, while other countries have ar-
ranged to have combined national displays
in certain groups, it has been the habit
for British manufacturers to show individual
exhibits, rather than to combine together so as
to produce the best possible effect. It is hoped
that in the case of the St. Louis Exhibition it
may be possible to arrange so that exhibitors
will combine in order to display British
products to the best advantage. It should be
remembered that competition will not be
between individual British manufacturers, but
between them as a whole and their foreign
rivals. As regards the amount which will
be available to carry out the work of the Royal
Commission, I understand that His Majesty's
Government has included a sum of £300,000 in
the Estimates for 1903-4 as a commencement,
and that a decision will not be arrived at as to
the total amount to be granted until it has
been ascertained to what extent British
manufacturers show a willingness to take part
in the exhibition. I feel sure that a sufficient
sum will be given to enable the Royal Com-
mission to fulfil their duties in a satisfactory
manner. In conclusion, I would express the
hope that the representatives of this country
in the various departments of the exhibition
may be worthy of the British Empire.
Lord Peel explained the action that had
already been taken with reference to the
preparation for British exhibits, and also
the provision of a British pavilion.

Refreshment and Agreeable.

CALVERT'S
CARBOLIC
TOILET SOAP.

A pleasant Antiseptic Soap containing 10%
pure Carbolic Acid. Should be used regularly
to improve the skin and complexion and prevent
infection.
F. C. CALVERT & Co., Manchester, Eng.
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DR. DRESSMAKERS, DRAPERS, AND GENTLEMEN'S
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28 AND 34, QUEEN'S ROAD CENTRAL.

DRESSMAKING UNDER EXPERIENCED EUROPEAN
SUPERVISION.

GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS
IN STOCK.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S DEPARTMENT THOROUGHLY UP-TO-DATE
SHIRTS, TIES, COLLARS, BOOTS, PANAMAS,
RAINCOATS, ETC.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

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JARDINE, MATHESON & CO.

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED
VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEATEST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpiece and a
handsome carved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSE & CO.

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BRANCH

BRITISH-AMERICAN TOBACCO
COMPANY, LIMITED.

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Sasabara, Tanabata, Yoshinokata, Yoshio, Yunosakura, and other Coals.
N. INUZUKA, Manager, Hongkong.

CARBOLINEUM-AVENARIUS
USED FOR OVER 25 YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.
LUTGENS, EINSTAMANN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902.

WINCHESTER CARBINES

12 SHOT REPEATING. CALIBRE 45.

Excellent arm for Travellers in the Interior
of China as well as Officers of Coast Steamers
ALSO CARTRIDGES IN STOCK.

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SIENTING.

SURGEON DENTIST.

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TERMS VERY MODERATE.

Consultation Free.

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AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

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DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

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1. From Green Island to the Harbour Master's.
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3. From Black Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
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LONDON, &c. VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	W. B. Palmer	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	GLORFARG	Brit. str.	2 m.	Holman	McKENNOR BROS. & GOW	On 23rd inst.
LIVERPOOL	HYSON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th inst.
MARSHALLS, LONDON & ANTWERP	PROTECTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd inst.
MARSHALLS, LONDON & ANTWERP	BORDAY	Brit. str.	2 m.		P. & O. S. N. Co.	On 12th inst., at Noon.
MARSHALLS, LONDON & ANTWERP	SADO MARU	Jap. str.	2 m.	H. S. Deshay	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSHALLS, LONDON & ANTWERP	OCENIKEN	Fr. str.	2 m.	S. J. G. Parsons	MESSAGERIES MARITIMES	On 16th inst., at 8 a.m.
MARSHALLS, LONDON & ANTWERP	PRINCESSE MARIE	Dan. str.	2 m.	Boronten	MELCHERS & CO.	On or about 20th inst.
MARSHALLS, LONDON & ANTWERP	ANTENOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
MARSHALLS, LONDON & ANTWERP	KAWACHI MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MARSHALLS, LONDON & ANTWERP	ALCINOUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th July.
MARSHALLS, LONDON & ANTWERP	PEREUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st July.
MARSHALLS, LONDON & ANTWERP	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th August.
MARSHALLS, LONDON & ANTWERP	ABDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th August.
BREMEN VIA PORTS OF CALL	DEUTSCH	Ger. str.	2 m.	P. Oesch	MELCHERS & CO.	On 11th inst., at Noon.
HAMBURG & HAMBURG	STRASSBURG	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 16th inst.
HAMBURG & HAMBURG	SUEVIA	Ger. str.	2 m.	Joburg	HAMBURG-AMERIKA LINIE	On 14th July.
HAMBURG & HAMBURG	WURZBURG	Ger. str.	2 m.	v. Blazer	HAMBURG-AMERIKA LINIE	On 28th July.
HAMBURG & HAMBURG	BADENIA	Ger. str.	2 m.	Rorden	HAMBURG-AMERIKA LINIE	On 11th August.
TRIESTE, &c. VIA SINGAPORE, &c.	MORAVIA	Ans. str.	2 m.	Solek	SANDER, WIEBER & CO.	On 17th inst., P.M.
GENOA, ANTWERP & LONDON	BENMOHR	Brit. str.	2 m.	Wallace	GIBB, LIVINGSTON & CO.	On 6th inst.
ODERSSA	HERMANN LERCHE	Rus. str.	2 m.		BRADLEY & CO.	On or about 5th July.
HEATHFORD	HEATHFORD	Brit. str.	2 m.		ARNHOLD, KARRER & CO.	On 9th inst.
NEW YORK, VIA SUEZ CANAL	AGASSA	Brit. str.	2 m.		NEWMAN, TOMES & CO.	On 18th inst.
NEW YORK, VIA SUEZ CANAL	CHARLES TIERROHIN	Brit. str.	2 m.		DODWELL & CO., LTD.	About 15th inst.
NEW YORK, VIA SUEZ CANAL	SMITHS OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 24th inst., at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TATTA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 22nd July.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	TELEMACUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	SHIMANO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	Tranbridge	DODWELL & CO., LIMITED	On 24th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOSI MARU	Jap. str.	2 m.	A. Christensen	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
PORTLAND, OREGON	INDRASAMHA	Brit. str.	2 m.	R. P. Craven	PORTLAND & ASIATIC S.S. CO.	On 14th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	2 m.	Holms	GIBB, LIVINGSTON & CO.	On 6th inst., at Daylight.
AUSTRALIAN PORTS	KUMARO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA & KOBE	CHINGTU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 13th inst.
YOKOHAMA & KOBE	HIBOKIMA MARU	Jap. str.	2 m.	J. Nagai	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	TANDA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 8th inst.
YOKOHAMA & KOBE	KIUKANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
YOKOHAMA & KOBE	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
YOKOHAMA & KOBE	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
YOKOHAMA & KOBE	YAWAIA MARU	Jap. str.	2 m.	A. E. Moses	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
YOKOHAMA & KOBE	NUENBERG	Ger. str.	2 m.	Joburg	BUTTERFIELD & SWIRE	On 6th inst.
YOKOHAMA & KOBE	WUHU	Brit. str.	2 m.		P. & O. S. N. Co.	About 6th inst.
YOKOHAMA & KOBE	MASIMA	Brit. str.	2 m.		OSAKA SHOSHEN KAISHA	On 7th inst.
YOKOHAMA & KOBE	DAIWIN MARU	Jap. str.	2 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 9th inst.
YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	2 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 15th inst.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	2 m.		MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	SIAM	Dan. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	NANCHANG	Brit. str.	2 m.		DOUGLAS LAPELLE & CO.	To-morrow, at 11 A.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
YOKOHAMA & KOBE	HAIRONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	2 m.		JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	YUENANG	Brit. str.	2 m.		SHAW, TOMES & CO.	On 6th inst., at 10 A.M.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.	N. Tate	TOYO KISEN KAISHA	On 13th inst., at 11 A.M.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On or about 2nd inst.
YOKOHAMA & KOBE	TIENHIN	Brit. str.	2 m.	H. W. Kenrick	P. & O. S. N. Co.	On 6th inst., at Noon.
YOKOHAMA & KOBE	CATHEDRAL APCAR	Brit. str.	2 m.	A. Stewart	DUNBARSON & CO., LD.	On 11th inst., at Noon.
YOKOHAMA & KOBE	BOHATA	Ital. str.	2 m.	Belitto	CARLOTTI & CO.	On 18th inst., at Noon.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	2 m.	T. Mural	NIPPON YUSEN KAISHA	On 18th inst., at Noon.

SHIPPING.

ARRIVALS.
June 2, ANDREW RICKMERS, German str., 1,020, H. Bohn, Saigon 29th May, Flour.—ARMOUR, KANBEG & CO.
June 2, SEIRSTAD, Norw. str., 817, A. Larsen, Hongay 31st May, Coals.—CARLOWITZ & CO.
June 2, SHINANO MARU, Japanese str., 3,961, Wm. Thompson, Seattle via Ports 2nd May, General.—NIPPON YUSEN KAISHA.
June 3, EAPFIRE, British str., 4,408, P. Helms, Kobe 29th May, General.—GIBB, LIVINGSTON & CO.
June 3, HAITAN, British str., 1,183, J. S. Roach, Coast Ports 2nd May, General.—DOUGLAS LAPELLE & CO.
June 3, K. WLOON, German str., 1,437, H. Stehr, Shanghai 31st May, General.—SIEMSEN & CO.
June 3, KWEIYANG, British str., 1,062, G. Hooker, Hilo 30th May, Hemp.—BUTTERFIELD & SWIRE.
June 3, COFACK, British str., 3,517, Barber, Liverpool and Singapore 29th May, General.—BUTTERFIELD & SWIRE.
June 3, WINGANG, British str., 1,517, T. Sellar, Chingkiang 29th May, General.—JARDINE, MATHESON & CO.
June 3, YANTZU, British str., 4,149, H. L. Allen, Glasgow 29th April, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
3rd June.
Arnold Luyken, German str., for Swatow.
Aperado, German str., for Hailow.
Baron Dalfour, British str., for Java.
Fausang, British str., for Canton.
Formosa, British str., for Manila.
Kuangse, British str., for Yokohama.
Laba, Norwegian str., for Chinkiang.
Lusa, Norwegian str., for Canton.
Nubia, German str., for Singapore.
Segovia, German str., for Singapore.
Sungkiang, British str., for Manila.
Triumph, German str., for Fuzhou.
Wingang, British str., for Canton.
Yangtze, British str., for Nagasaki.

DEPARTURES.

3rd June.
ANPING MARU, Japanese str., for Swatow.
EMPEROR OF CHINA, British str., for Vancouver.
FORMOSA, British str., for Manila.
HAIRONG, British str., for Swatow.
HAIDIS, Norwegian str., for Amoy.
HONGKONG, British str., for Amoy.
KWANGSE, Chinese str., for Canton.
KWANGSE, Chinese str., for Yokohama.
LABOR, Norwegian str., for Chinkiang.
LISA, Norwegian str., for Canton.
MACDUFF, British str., for Shanghai.
PANDA, British str., for Kobe.
SEAGRAM, German str., for Hamburg.
SHANGHAI, German str., for Singapore.
SUNSHINE, British str., for Manila.
TATTA, British str., for Ningpo.
WONGKAI, German str., for Bangkok.
YUNNAN, British str., for Canton.

VESSELS IN DOCK.

3rd June.
Kowloon Dock.—Montana, Canton River, Tuba, Sea, Decina, Nanchang, H.M.S. Anson, Anchorage.
Cosmopolitan Dock.—Chunshan.

SHIPPING REPORTS.

The British steamer Kwei-yang, from Hilo 30th May, had light variable winds and fine weather to Cape Island; off Cape Island heavy passing thunder, lightning and rain; from thence to port light to moderate N.E. winds, fine weather and smooth sea.
The British steamer Empire, from Kobe 29th May, experienced strong S.W. gale with heavy rain and heavy weather forcing pilot to anchor for 3 hours in Inland Sea. Gale continued until 31st with moderate head sea. Then had

fresh S.W. monsoons with dense fog until evening of 2nd inst.; thence to arrival light S.W. and W. winds and fine, clear weather.
The British steamer Hailow, from Fenchow 31st ult., Amoy 1st and Swatow 2nd inst., had moderate S.W. wind and fog to Amoy. From Amoy to Swatow light westerly wind and fine weather; thence to port calm and light southerly air and fine, clear weather. Vessels Kanchow, the Japanese mail of war, Yungang and Anson, the Amoy-Watung, Wanchow, Kanchow, Nanchow, Hailow, Baidong and U.S.S. Monterey. In Swatow—Hsinan, Lobang and H.M.S. Albatross.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

The Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at 11 A.M.

For Freight or Passage, apply to

DOUGLAS LAPELLE & CO.,

General Managers.

Hongkong, 3rd June, 1903. [1907]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"YUENSANG,"

Captain Payne, will be despatched as above TO-MORROW, the 5th inst., at 4 P.M.

This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 2nd June, 1903. [1597]

THE EAST ASIATIC COMPANY, LIMITED.

FOR FOCHOW, TONGKU AND PORT ARTHUR.

The Danish Steamship

"SIAM,"

Captain Glahn, will be ready to lead on or about FRIDAY, the 5th June.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 30th May, 1903. [1583]

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship

"CATHERINE APCAR,"

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 6th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & CO., LD.,

Agents.

Hongkong, 3rd June, 1903. [1533]

NATAL LINE OF STEAMERS.

The Undersigned GENERAL AGENTS

in China and Japan for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

South Africa, in connection with Invo-

ice and Steam Navigation Co.'s fortnightly

service home to CALCUTTA. Sailings from

CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 2nd August, 1907. [8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903
"INDRAVELLI"	4,899	W. E. Craven	July 14, 1903
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 25th May, 1903. [14]

TOYO KISEN KAISHA

MANILA

LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
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"ROSETTA MARU"	N. Tate	3876	Saturday, 6th June, at 11 A.M.
"ROHITA MARU"	E. P. Bishop	3869	Friday, 12th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 3rd June, 1903. [478]

K. NAKASHIMA, Manager.

FOR FREIGHT OR PASSAGE, APPLY AT THE COMPANY'S OFFICE, 3, QUEEN'S BUILDING, ICE HOUSE STREET.

HONGKONG, 3RD JUNE, 1903. [478]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMSHIP SAILING DATE

STUTTGART 11th June

ROON 25th July

PREUSSEN 9th July

HAMBURG 23rd July

PRINZ HEINRICH 6th August

SACHSEN 30th August

KIAUTSCHOU 3rd September

DAYEN 17th September

* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON THURSDAY, the 11th day of June, 1903, at NOON, the Steamship "STUTTGART,"

of the NORDDEUTSCHER LLOYD, Captain P. Gorch, with MAIL, PASSENGERS,

SPECIAL CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA,

Shipping Orders will be granted till NOON on TUESDAY, the 9th June, Cargo and

Special will be received on Board until 5 P.M. on WEDNESDAY, the 10th June, and Parcels will

be received at the Agency's Office until NOON on WEDNESDAY, the 10th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50,

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linens can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th May, 1903. [15]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DEPARTING
TAMUI, VIA SWATOW	"DAIWIN MARU"	SUNDAY, 7th June.
TAMUI, VIA SWATOW	"DAIG MARU"	FRIDAY, 12th June.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 9th June.
FOOCHOW, VIA SWATOW	"ANPING MARU"	MONDAY, 15th June.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 7th June.	
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 20th June.	
GLASGOW and LIVERPOOL...	"STENTOR"	On 27th June.	
GLASGOW and LIVERPOOL...	"TYDEUS"	On 3rd July.	
GLASGOW and LIVERPOOL...	"MACHAON"	On 12th July.	

FOR	STEAMERS	TO	DATE
LONDON	"CALCHAS"	On 6th June.	
LIVERPOOL	"HYSON"	On 20th June.	
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.	
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.	
LIVERPOOL	"PROMETHEUS"	On 22nd July.	
MARSEILLES, LONDON and ANTWERP	"TELEUS"	On 21st July.	
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.	
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.	

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST POINTS, via NAGASAKI, KOBE & YOKOHAMA.	"TELEMACHUS"	On 9th June.	
The s.s. "YANGTZE" from Glasgow and Liverpool has arrived, and leaves for Japan to-day.	"MACHAON"	On 14th July.	
The s.s. "OOPACK" has arrived, and leaves for Shanghai to-day.			
The s.s. "TELEMACHUS" left Singapore on the 2nd inst., p.m., and is due here on the 7th inst.			
The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.			

For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
[10-12]
Hongkong, 4th June, 1903.

FOR	STEAMERS	TO	DATE
SWATOW, CHEFOO and TIENSIN	"NANCHANG"	On 5th June.	
MANILA	"CHANGSHA"	On 4th June, at Noon.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 4th June, at Noon.	
SHANGHAI	"WUHU"	On 6th June.	
KOBE	"KIUKIANG"	On 8th June.	
YOKOHAMA	"CHINGTU"	On 10th June.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
[11]
Hongkong, 4th June, 1903.

STEAMERS	DESTINATIONS	SAILING DATES
TAMAR MARU	KOBE and YOKOHAMA	FRIDAY, 5th June, at DAYLIGHT.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at NOON.
SADO MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at DAYLIGHT.
BOMBAY MARU	BOMBAY, via SINGAPORE	TUESDAY, 16th June, at NOON.
SHINANO MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at NOON.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at DAYLIGHT.
KUMANO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
KINSHU MARU	KOBE	THURSDAY, 25th June, at NOON.
KAWACHI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 27th June, at DAYLIGHT.
TOSA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th June, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Charter Road.
A. S. MIHARA, Manager.
[9]
**NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.**
PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
OLYMPIA	J. Truebridge	2,837	June 24th
TREMONT	T. W. Garlick	8,606	June 30th
TACOMA	A. Dixon	2,812	July 6th
VICTORIA	J. Pantou	3,502	August 3rd

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates are allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & COMPANY, LIMITED, GENERAL AGENTS.
[7]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and QUEENSLAND Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship
"EMPIRE"
Captain Helms, will be despatched as above on SATURDAY, the 6th June, at DAYLIGHT.
This well-known Steamer is especially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is installed throughout with the electric light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 29th May, 1903. [1430]

"BEN" LINE OF STEAMERS.
FOR GENOA, ANTWERP AND LONDON.
THE Steamship
"BENMOHR"
Captain Wallace, will be despatched as above on SATURDAY, the 6th June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 28th May, 1903. [1559]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"VALETTA"
Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 6th JUNE, at Noon, taking passengers and cargo for the above ports.
Stowage and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 25th May, 1903. [1]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rabattini United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEEN, SUER, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAO.
(Taking Cargo at through rates to PERMAN GULF and BAHAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAPRI"
Captain Beisito, will be despatched as above on THURSDAY, the 11th inst., at NOON.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 4th June, 1903. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
via PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
"CHARLES TIBERGHIEN" 15th June.
"MACDUFF" 10th July.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 21st May, 1903. [1125]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT), calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"MORAVIA"
Captain Seich, will be despatched as above on WEDNESDAY, the 17th inst., P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Princes' Buildings.
Hongkong, 2nd June, 1903. [3]

CHINA NAVIGATION CO., LIMITED.
HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY.
SINGLE, \$25; RETURN, \$40.
STEAMERS FIVE THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 1st May, 1903. [290]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTES FRANCAIS.

NOTICE.
STEAM FOR RAIGON, SINGAPORE, BATAVIA, COLOMBO, KOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.
ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIAN", Captain Guigues, with Mail, Passengers, Space and Cargo, will leave this Port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with the s.s. *Australia*, which vessel takes on her Passengers and mails, leaving that port on the 28th June, direct to Suva, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 15th June. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 3rd June, 1903. [2]

THE EAST ASIATIC COMPANY, LIMITED.
FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.
THE Danish Steamer
"PRINSESSE MARIE"
Captain Berentzen, will leave for the above ports on or about the 20th instant.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 3rd June, 1903. [1612]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP, via SUEZ CANAL.
THE Steamship
"GLENFARG"
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW, Agents.
Hongkong, 28th May, 1903. [1569]

FOR ODESSA.
THE Russian Steamer
"HERMANN LERCHE"
1,978 tons, will be despatched for the above port on or about 5th July.
For Freight, apply to
BRADLEY & CO., Agents.
Hongkong, 1st June, 1903. [1591]

FOR SAMSHUI, via KONGMOON AND KUMCHUK.
THE Steamship
"PAK KONG"
will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.
For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD., Agents.
15 and 16, Canton Road, Pray West.
Hongkong, 6th May, 1903. [1353]

MARTIN'S APOLLO STEEL PHOSPHO PILLS
FOR NERVOUS EXHAUSTION
CHAPOTEAUT'S Phospho Glycerate of Lime
Increases vital energy and nerve force. Full instructions with each bottle.
CHAPOTEAUT—PARIS, FRANCE
KOWLOON EXTENSION.
A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD. W. BREWER & Co. or Daily Press Office.
Hongkong, 28th October, 1898.
ON SALE
"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYEMITH RELIEF COLUMN." Being a Lecture by CAPTAIN PERCY SCOTT, R.N. C.B., and CAPTAIN A. H. LIMPUS, R.N. (of H.M.S. *Terrible*). The book is printed on art paper, and illustrated with coloured maps and sketches.
Price ... \$1 and \$1.50

WING-ON STEAMSHIP COMPANY. HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).
DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).
This steamer is the fastest and has superior Cabin accommodation.
FARES:
1st Class ... \$1.50
2nd ... 0.70
3rd ... 0.30
Further Particulars may be obtained at the Office of the
WING-ON STEAMSHIP CO., No. 42, Bonham Strand West.
Hongkong, 16th April, 1903. [946]

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship
"TAMBA MARU"
having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown, Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day, 2nd inst.
Goods not cleared by the 9th inst. will be subject to rent.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 12th inst., or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 2nd June, 1903. [1606]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "MACDUFF"
FROM GLASGOW AND LIVERPOOL.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 2nd inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 13th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED, Agents.
Hongkong, 2nd June, 1903. [1605]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain Samuel Bell Smith.
DAILY Departures from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., Sunday included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Stowage, \$1.50.
Superior cabin accommodations.
Wharf in Hongkong, opposite Central Market; at Macao, C. A. S. N. Company's Wharf.
For Freight, &c., apply to—
S. M. WANG & CO., LD., 81, Queen's Road Central.
Hongkong, 29th April, 1903. [849]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"NAMSANG"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., the 5th inst., will be landed at Consignee's risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JALDINE, MATHESON & CO., General Managers.
Hongkong, 1st June, 1903. [1596]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or s.s. *Doune*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Optum, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before to-day, the 31st May, at Noon, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Saturday, the 6th June, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 6th June, or they will not be recognised.
All damaged packages will be examined on Monday, the 8th June, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 31st May, 1903. [2]

GENERAL AVERAGE FEE SWEDISH S.S. "VICTORIA"
ON FIRE IN SINGAPORE ON JANUARY 7TH, 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.
SANDER, WIELER & CO., Agents.
Hongkong, 1st June, 1903. [1592]

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO
HIS MAJESTY KING EDWARD VII.
AND
HIS ROYAL HIGHNESS THE PRINCE OF WALES:
Sole Agents:
CARLOWITZ & CO.,
HONG KONG, CANTON, SHANGHAI, TIENSIN, HANKOW & TSINGTAU.
[1621]

A PERFECT BEVERAGE.
van Houten's Cocoa
is known and prized throughout the whole world for its high quality and delicious natural flavor.
van Houten's Cocoa
Best & Goes Farthest.
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